

We claim
Claims

Add A1

1. A fuel injection valve for internal combustion engines, having a valve body part (1), which has a longitudinal axis and in which a central hollow chamber (5) is embodied, in which a device (6) is disposed that transmits a force to a valve member (30), and having an inlet conduit (3), which extends in the wall of the central hollow chamber (5) parallel to the longitudinal axis (2) of the valve body part (1), and by way of which inlet conduit (3), fuel at high pressure can be delivered to at least one injection opening (36), characterized in that the cross section of the inlet conduit (2) in the circumferential direction has a greater length than in an approximately radial direction.
2. The fuel injection valve of claim 1, characterized in that the inlet conduit (3) has an at least approximately oval cross section.
3. The fuel injection valve of claim 2, characterized in that the two points of the oval cross section located farthest apart from one another in the inlet conduit (3) have at least approximately the same spacing from the longitudinal axis (2) of the valve body (1).
4. The fuel injection valve of claim 2, characterized in that the oval cross section of the inlet conduit (3) at least approximately forms an ellipse.

5. A method for producing a valve body part (1) of a fuel injection valve of claim 1, characterized in that

- in an at least approximately cylindrical body, a bore forming the inlet conduit (3) is embodied eccentrically and at least approximately parallel to the longitudinal axis (2) of said conduit;

- the body, while maintaining its at least approximately cylindrical shape, is reduced in diameter by plastic deformation, until a predetermined diameter is attained, and the cross section of the bore is varied in such a way that the cross section has a greater length in the circumferential direction than in the at least approximately radial direction;

- the central hollow chamber (5) is embodied in the body so that the inlet conduit (3) extends in the wall of the central hollow chamber (5).

6. The method of claim 5, characterized in that the body forming the valve body part (1) is of metal, preferably steel.

7. The method of claim 6, characterized in that the plastic deformation of the cylindrical metal body is accomplished by rolling.